

IN THE SPECIFICATION

At page 6, paragraph [00030], please amend the following paragraph.

[00030] The luggage device 20 additionally includes a plurality of zippers providing access to various compartments of the luggage device 20. A first zipper 42 is configured in a top lid 44 of the luggage device 20 and provides access to a pocket or storage compartment in the top lid 44. A second zipper ~~[[46]]~~45 provides a means for removing or opening the top lid 44 to gain access to for example, convertible structures stored therein. A third zipper ~~[[48]]~~49 provides access to an interior compartment of the body or main portion 22 of the luggage device 20. The interior compartment can be used for transporting travel items. Finally, a fourth zipper ~~[[50]]~~51 provides access to the interior compartment when the luggage device 20 has been converted to a deployed configuration.

At page 7, paragraph [00034], please amend the following paragraph.

[00034] As shown in the drawing figures, in a deployed configuration, the telescoping support tubes 54 and the handle 40 define a support triangle with the top ~~[[22]]~~24 of the luggage device 20. Bisecting that triangular support are the folding diagonal supports 52, one end 59 of each of which is operatively associated with a first bracket 60 and a second end 61 engages a midsection portion of the telescoping support tube 54. A first end 64 of each of the telescoping support tubes is pivotably mounted to the top 24 of the body 22 of the luggage device, whereas a second end 60 of each of which engages the handle assembly 40.

At page 8, paragraph [00037], please amend the following paragraph.

[00037] In a preferred embodiment, the handle assembly further includes a tubular handle portion 90, a pair of pulleys 92, and a pair of cables 94 each of which are fixed to one pulley 92. The cables 94 are separately routed through the tubular handle portions 90 and into engagement with the brake lock 74 attached to the terminal end 72 of the handle assembly 40. The brake lock

74 further includes a piston 99 and a biasing spring 100, the piston 99 being translatable within the tubular portion 90 and the spring ~~[[99]]~~100 being fixed therewithin. Opposing ends 98 of the brake handle 84 can be configured to engage the pulleys 92 so that an action which causes the brake handle 84 to converge with the handle assembly 40, in turn causes the brake 82 to disengage the wheels 38.

At page 11, paragraph [00047], please amend the following paragraph.

[00047] To eject the wheels 136, 138, the handle 140 is first pulled to its full horizontal length and then rotated about point 148 to a position represented as 140' in FIG. 8. (It is to be noted that like reference numbers are identified with a prime symbol to represent relative positions after translational movement of a component.) Since it is locked to a fully extended handle 140, the L-bracket ~~[[160]]~~146 follows the rotation of the handle from a horizontal position. The L-bracket ~~[[160]]~~146 can then be locked into position 160' through the cooperation of locking wedge 147' and locking arm 151.